Questions and Answers from SCAG Workshop
March 20, 2012

Question: There have been questions regarding Maintain Mileage and HPMS reports from the cities and counties for the 2011 reporting year.

Answer: For the HPMS report, information requested in addition to length, number of lanes and AADT are generally items such as IRI/PSR (International Roughness Index/Present Serviceability Rating), truck traffic, future AADT and date as well as K and D factors to mention a few.

Here is a PowerPoint that was presents to Southern California Association of Governments (SCAG) last month that has some good information about the transition that is taking place for HPMS at Federal Highways (FHWA) and how it is affecting Caltrans. See Attachment 1 – SCAG Workshop 3-20-2012

What we are asking for this year is traffic data: AADT, length and # of lanes. This information is necessary for lane-miles, VMT and DVMT as found in our Public Road Data yearly report. http://dot.ca.gov/hq/tsip/hpms/datalibrary.php   There are many people that request data from us ranging from colleges/universities, consultants, Air Resources Board, State Controller's office as well as many others.

For the 2011 report, you have 2 ways of doing this. Do the easiest one for you.

You can use your list that was provided for 2010 and just update the AADT, length and # of lanes. If there are sections missing, add them in w/ the necessary data. Only add the sections that have been approved by FHWA. We do not add them into our database until we have been notified that FHWA has approved them to be included on the CRS maps.

You can also send your list of functionally classified roads with all the data you have for each section the way you have it listed. If you do that, could you make sure that you are using the new Functional Classification Conversion Table http://www.dot.ca.gov/hq/tsip/hseb/func_clas.html   Also, I would appreciate you grouping the locally classified roads into just a grand total for me. There are no longer rural and urban designations.

See Attachment 2 – Traffic Data Sought Bellflower, Attachment 3 – Irvine 2011 Submittal and Attachment 4 – LA County Submittal for various ways that traffic data can be submitted this year.

Currently the data is being transferred from the old system to the new. I apologize if the data does not appear to have been corrected in the past. We would like to work with any of you that would like to help us correct your area.

Question: Can you clarify for me how vehicle classifications (columns J thru V in Attachment 2) should be entered into the spreadsheet? Is a percentage or a count requested? And if it's a count, I'm assuming the total for all classifications (per street segment) should equal what has been entered into columns D or E. Is this correct?

Answer: In Attachment 2 – Traffic Data Sought Bellflower, there is a worksheet that has a breakdown of vehicle classifications. It would be great if you had all 13 classifications but with things the way they are, some cities will do counts in 3 basic classifications. 1-3, 4-7, and 8-13. As far as the counts, the breakdown of all of the autos and trucks need to equal the total traffic count for each location.

Question: Will there be any examples showing GIS on the CRS MAPS?
Answer: No, not yet. We do not have the CRS maps in a GIS format. They are currently only in paper and PDF format. We do have the functional classification of roads in our road layer, referred to as TANA. We purchased TANA many years ago from a third party vendor and due to contractual restriction we are not allowed to share the GIS files outside of Caltrans. We are in the process of transferring (conflating) the functional classification of roads to TIGER. This is a GIS road layer that is developed by the U.S. Census Bureau, free and available to the public.

Question: In completing the HPMS information, what do we do if pavement characteristics are different within a street segment? For example, we resurfaced a portion of a street segment but not the entire segment. How is that listed? Another question: Some roadway segments can have multiple lanes that reduce significantly to several lanes within the segment. Do you count the maximum amount of lanes?

Answer: It is fine to split the section where any changes occur. You can also figure if the segment has, let's say, been rehabbed 75% then put the road down as the majority of the condition.

Question: How can a city modify the list (include and exclude) of classified streets.
Answer: - In the SCAG.PDF, there is a slide describing how CRS and HPMS are related to each other. The CRS maps are the official record in California for functional classification. This gets reflected in the Maintained Mileage Report and gets reported in HPMS. To make changes to the functional classification of a road, a local agency can contact the liaison at your local Caltrans district office.

http://www.dot.ca.gov/hq/tsip/hseb/func_clas.html

     Dist 7 **Neil Hashiba** neil.hashiba@dot.ca.gov 213-897-4369

        Jonathon Palacio jonathon.palacio@dot.ca.gov 213-897-4287

        Guillermo Gutierrez guillermo.gutierrez@dot.ca.gov 213-897-5598

     Dist 8 **Maria 'Sole' Aranguiz** maria.aranguiz@dot.ca.gov 909-383-5904

     Dist 11 **Shirley Hautanen** shirley.hautanen@dot.ca.gov 619-688-4289

     Dist 12 **Everrett Evans** everrett.c.evans@dot.ca.gov 949-223-5436

        Sarah Chamberlain sarah.chamberlain@dot.ca.gov 949-756-7826

Question: In briefly comparing our submitted list from 2010 year with the list provided for us this year, I found that changes have not been incorporated. If no reason is given for not including the corrections we submitted last year, or no explanation is given on how to do this correctly, I feel like our effort is a waste of time. Please address this issue.

Answer: Please be sure to make your changes very obvious by highlighting the cells and bolding the text. You may resubmit your changes from last year using last year's data file with your changes incorporated. If there is enough time prior to the May 31st deadline, you may submit with any additional changes.

Question: Column labeled "Future AADT", how far in the future? 5 years or 10 years into the future, projected?

Answer: 18 to 25 years

Question: What programs are new that the public can view now.

Answer: Caltrans just released Caltrans Earth that uses viewing tools through Google Earth. Here is the link http://www.dot.ca.gov/hq/tsip/gis/caltrans_earth/overview.php

Question: How is the information relevant to SCAG and in turn what will SCAG do with the information to lobby for more highway funding for our area.
Answer: In the past, SCAG has used the Vehicle Miles Traveled (VMT) data for air quality conformity and modeling.

Question: What data does HPMS require, as a minimum, to prepare a report for funding purposes and have the desirable data available when needed.
Answer: It is primarily the lane-miles and the VMT that is used to calculate the state's apportionments for the STP as well as the NHS and IM programs.

Question: Has there been any significant changes in roadway classification that would affect funding.
Answer: All classes of roads are eligible for STP funding except for rural minor collectors and local, both rural and urban, classified roads.

Question: I am new to the job and the area and I am trying to learn about HPMS.
Answer: There is "Why is HPMS Data Necessary" at the end of the Q/As. That is from FHWA. In addition, the link for Caltrans HPMS unit is http://www.dot.ca.gov/hq/tsip/hpms/program.php. If you have additional questions, contact the HPMS Field Representative for your area.

Question: If Caltrans performs traffic counts within cities is the information available to city staff.
Answer: Yes. If Caltrans contracts for counts in a city, the contract states that the contractor sends a copy of the counts to the city contact.

Question: An example – Foothill Blvd (Route 66) in the City of Rialto was relinquished from Caltrans to the city. How does this affect the city in both budget and jurisdiction?
Answer: The city should now add Foothill Blvd to their maintained mileage report and this will then make it eligible for STP project funding.

Question: What information is required for street segments that have had pavement rehabilitation improvement?
Answer: In the annual report split the section that has had the rehabilitation done on it. In the new program that is being used from FHWA, fields that will need to be filled in are FROM, TO, THRU LANES,PSR/PCI/IRI, SURFACE TYPE, YR IMPROVED, OVERLAY THICKNESS, TYPE OF OVERLAY (rigid or flexible).
FHWA Highway Performance Monitoring System link
http://www.fhwa.dot.gov/policyinformation/hpms.cfm
FHWA HPMS Manual link
http://knowledge.fhwa.dot.gov/cops/hcx.nsf/docs/8E840CB481DBA34B852579C600645BC3?opendocument&Group=Highway%20Performance%20Monitoring%20System%20(HPMS)&tab=REFERENCE

Question: How is the number of HPMS samples determined for an area and how often are they reviewed.
Answer: The samples are picked at random. FHWA's method of sampling is done for each urbanized area (UZA). Within each UZA, each function class is sampled according to the volume groups and stratifications of the AADTs. Once a section has been sampled it generally is not reviewed again. That is why the information HPMS requests is so important. The report updates the database on not only AADT but number of lanes, speed limits, truck traffic, K and D factors and condition of the road. That's the only way that FHWA knows what changes are happening in California.

Why is HPMS data necessary?

The Highway Performance Monitoring System (HPMS) data form the basis of:

- Assessing highway system performance including highway condition, performance, air quality trends, and future investment requirements
- Providing data to the US Congress on the condition of the Nation's roads
- Rationale for highway funding from Federal Government to the states

What is the HPMS Reassessment?

The HPMS system is currently undergoing a major overhaul that will modify reporting requirements starting with data year 2009. Details on the Reassessment process, information sheets and background papers, and the new HPMS requirements are available on the FHWA website at: http://www.fhwa.dot.gov/policy/ohpi/hpms/index.htm. The new HPMS Field Manual will also be available via this website soon. While all of the changes are too numerous to mention here, the basic core data that HPMS collects will remain unchanged. Many components, however, have had additional data elements add to improve the quality and the consistency of the data. Some of the major changes that will be seen under the new HPMS Reassessment include:

- Revising the existing data model to include a multi-table format on a State supplied geospatial network (i.e. GIS)
- Changing and adding pavement and traffic data changes metadata. These include:
  - Additional condition data items
  - Additional structural data items
  - Leaving bridges and railroad grade crossings in IRI data
  - Collect truck volumes (single and combination) for entire NHS
  - Mandatory reporting of motorcycle VMT
- Extending universe AADT coverage through Major Collectors
- Modifying volume groups to be consistent across rural and urban functional classes
- Improving consistency between HPMS coding and MIRE and MMUCC

For more information contact:

Caltrans Regional HPMS Coordinator:
Marcia Corrigan, marcia_l_corrigan@dot.ca.gov
Japtej Gill, japtej_gill@dot.ca.gov

Caltrans HPMS Coordinator:
Brian Domsic, brian_j_domsic@dot.ca.gov

FHWA CA Division HPMS Coordinator:
Wesley Rutland-Brown, Wesley.rutland-brown@fhwa.dot.gov

FHWA HQ HPMS Coordinator:
Robert Rozycki, robert.rozycki@fhwa.dot.gov